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A Alto Douro, good quality, 30 1.00

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C Fine Old Vintage, superior quality, Black Seal Cap, 14 1.25

D Very Fine Old Vintage, extra superior, Violet Cap, 18 1.50

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B Superior Pale Dry, dinner wine, Green Seal Cap, 7.50 0.75

C Manzaniella, Pale Natural Sherry, White Capsule, 10 1.00

CC Superior Old Dry Pale Natural Sherry, Red Seal Cap, 10 1.10

D Very Superior Old Pale Dry, choice old Wine, White Seal Cap, 12 1.10

E Extra Superior Old Pale Dry, very finest quality, Black Seal Cap, 14 1.25

CLARETS.

A Superior Breakfast Claret, Red Capsule, 4 0.40

B St. Estephe, Red Capsule, 4.50 0.50

C St. Julien, Red Capsule, 7 0.70

D La Rose, Red Capsule, 11 1.20

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C Very Old Liqueur Cognac, Red Capsule, 20 1.75

D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule, 30 2.50

SCOTCH WHISKY.

A Thorne's Blend, White Capsule, 8 0.75

B Watson's Glenorchy, Mellow Blend, Blue Capsule, with Name and Trade Mark, 8 0.75

C Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark, 8 0.75

D Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Cap, 10 1.00

E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule, 12 1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule, 8 0.75

B John Jameson's Fine Old, Green Capsule, 10 1.00

C John Jameson's Very Fine Old, Green Capsule, 12 1.10

Genuine Bourbon Whisky, fine old, Red Capsule, with Name, 10 1.00

GIN.

A Fine Old Tom, White Capsule, 4.50 0.40

B Fine Unsweetened, White Capsule, 4.50 0.40

C Fine A. V. H. Geneva, 5.25 0.50

RUM.

Finest Old Jamaica, Violet Capsule, 12 1.00

Good Lecward Island, \$1.50 per Gallon.

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Hongkong, 4th February, 1892.

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Hongkong, January 23rd 1892.

## The Hongkong Telegraph.

HONGKONG, SATURDAY, MARCH 12, 1892.

## TELEGRAMS.

## ATTEMPT AT MURDER IN CONSTANTINOPLE.

Constantinople, February 25th.

An attempt was made to-day on the life of Mr. Volcovitch, the Bulgarian Agent, who was stabbed and seriously wounded. The assassin managed to effect his escape.

## THE INDIAN OFFICERS' BILL.

LONDON, February 25th.

The Indian Officers' Bill has passed through Committee in the House of Lords. Lord Cross agreed to exempt the Viceroy from the provisions of the Bill, but the amendment to exempt the Commander-in-Chief was rejected on a division by a majority of seven. Lord Salisbury declared that, in the event of the British and Indian armies being obliged to co-operate, it was vital that the Home Government should previously consult with the Commander-in-Chief in person.

February 26th.

A stoppage of collieries, employing a quarter of a million of men, is almost certain to take place on the 12th March, it being hoped that a week's stoppage will exhaust the stocks in hand. The prices of coal have already risen.

## THE BERLIN RIOTS.

Berlin was tranquil on Sunday.

## THE COLLIERY STRIKE.

The Daily News states that the colliery movement, an attempt on the part of both masters and men to combine for a colossal coal ring. Prices are rising rapidly.

## THE "COAL RING."

March 3rd.

The price of coal in London has risen ten shillings per ton during the last fortnight. A number of outward bound steamers are delayed in the London docks for want of coal.

## FRESH TROUBLES FOR PORTUGAL.

March 4th.

Reuter's Agent at Mozambique telegraphs that the native soldiers belonging to Conlino's expedition in the Nyassa have revolted and are plundering the traders on the lower Zambezi.

The expedition referred to had started to establish Portuguese authority on the Zambezi river, and at the outset had met with misfortune by an ammunition explosion which killed or wounded many of the party.

## CHOLERA IN AFGHANISTAN.

March 9th.

Cholera is raging in Herat.

[Note for the Daily Press: Cholera is not in Persia.]

## RUSSIAN GRAIN.

Russia is permitting the export of maize from the Caucasus.

## DISAFFECTION IN POLAND.

Several arrests have been made in Poland, owing to fears of a rising.

## THE OSBORNE PERJURY CASE.

March 10th.

Mrs. Osborne has been sentenced to nine months' imprisonment for committing perjury in the notorious pearl robbery case.

## THE ELECTIONS IN CANADA.

The Quebec elections have gone largely in favour of the Government. Mr. Mercier's (Commissioner of Agriculture) party has been crushed.

## LOCAL AND GENERAL.

THE P. & O. S. N. Co's steamer *Kohila* left Shanghai for this port at 11 a.m. to-day.

MR. ARTHUR MURRAY, assistant Magistrate, Batang Padang, Perak, died from typhoid fever on or about the 25th or 26th February.

THE Singapore "Lord's Day Ordinance, 1892" has had its title changed to "The Sunday Labour Ordinance." And a very sensible change too.

THE *Progrès de Saigon* of March 2nd says that there were then on the berth no less than twelve steamers loading rice for Singapore and Hongkong.

THE *Penang Gazette* says that opium has gone up tremendously in price. At the beginning of last month, the value of a case was \$485, while now it is \$535.

THE population of Sandakan, the capital of British North Borneo, is, according to the census lately taken, 6,350, of whom 3,195 are Chinese and 1,361 Sulus.

A regular meeting of St. John's Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8 for 8.30 o'clock precisely. Visiting brethren are cordially invited.

The Afghan chieftain of Herat has now been removed to Persia, by order of the *Daily Press* geographer.

A PENANG contemporary says that Mr. J. L. Shand, a well-known Ceylon planter, is about to proceed to British North Borneo, in the future of which he is said to have great faith.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels holding code pennant C, between 9 and 10.30 a.m. on Sunday, to convey men ashore to the 11 o'clock service, returning about 12.30 p.m.

ACCORDING to latest advices from the North the British gun-vessel *Swift* was at Hankow, the *Plymouth* and the French gunboat *Lion* at Wuhu, and the *Redoubt* at Chinkiang. The German gunboat *Wolf* was at anchor below Nanking on the 2nd inst.

WHAT meant this? The Russian Pacific squadron is to be increased during the current year so as to bring up the total of "the flying squadron" to eleven of all sail, exclusive of torpedo-boats and the mosquito fleet at Vladivostok and Nikolaisk.

THE hearing of a criminal charge against Mr. Koh Cheng Sean, ex-Opium Farmer, not having been concluded at the Police Court yesterday, as confidently anticipated, our promised article on the Opium Farm Fiasco is, for all sufficient reasons, unavoidably held over.

THE *Penang Gazette* of the 2nd inst. says:—There were two tremendous peals of thunder heard last night, which must have startled a great many people. The lightning which preceded the first one struck the main-mast of the steamer *Millen*, almost splitting it in two.

SAYS A JAPAN contemporary referring to the recent Hongkong race meeting: "I cannot see without any betting or speculation like 'Hamlet' with Hamlet left out, or a B. & S. without the brandy. We shall watch the sequel to this pretty little bit of moral and grand-motherly legislation with interest."

THE Italian steamship *Bormida* cleared for Bombay, via Singapore, this afternoon, a bond for \$4,800 having been furnished by her Agents, Messrs. Gaiswin & Co., as security for the salvage claim and the costs of the legal proceedings in connection with the services rendered by the Indo-China Co's steamer *Wingang*.

MR. ADAM LIND, an old and well-known resident of this colony, who arrived here yesterday from home by the P. & O. Co's steamer *Pekin*, will succeed Mr. Fullerton Henderson as Secretary of the Hongkong General Chamber of Commerce. Mr. Henderson, we are informed, takes a trip to the old country. We wish him bon voyage!

ON DUTY that the Hon. Jas. Johnston Kewick, M. L. C., who has been generally reported to be almost at death's door for the past two days, proceeds to Shanghai by the P. & O. S. N. Co's mail steamer *Pekin* at daylight to-morrow. We trust the report is true, notwithstanding the many unpleasant rumours that are at present circulating through the colony.

TATLOW, the Shanghai policeman who mysteriously 'cleared' from the Model Settlement without cut of drum, and was afterwards under arrest in Hongkong on suspicion of having done something unknown, returned to Shanghai by the P. & O. Co's steamer *Clyde*, and after securing his effects from the Capt. Superintendent of Police, departed for Vancouver by the *Empress of India*, en route to Canada, where he intends settling down. Another good man goes wrong.

CAPTAIN PORTER of the British steamer *Madagasc* which arrived in Penang from Liverpool on the 3rd inst., reported that on February 23rd, at 10.45 a.m., in lat. 8° 44' N., long. 66° 10' E., he passed the German steamer *Indagun* being towed by the Capt. Superintendent of Police, former vessel signalled, "I have broken my shaft," the latter, "I am bound for Colombo." When questioned as to whether they required assistance, both vessels answered in the negative.

DR. ARGVILL ROBERTSON, a famous Scottish Specialist who stands *faute principis* as a practical authority on diseases of the eye, arrived here yesterday from Europe by the English mail. He is a most popular man, and has come to Hongkong on a mission to visit Dr. Argvill Robertson's name in connection with other controversial questions of public importance, in which he has taken no inconsiderable part. "The Queen's Oculist," who is accompanied by Mrs. Robertson, is booked for Shanghai, and will doubtless return home *via* America.

An order prohibiting Sunday labour in Calcutta is reported as having been issued. It provides that no goods shall be discharged, shipped, or waterborne to be shipped to any vessel between sunrise and sunset on Sundays, except on payment of Rs. 10 to the Customs, and an additional fee of Rs. 50 to Rs. 300 on the registered tonnage of the ship. The good work, initiated in Hongkong, is rapidly spreading throughout the East, and there can be very little doubt that before very long Sunday work on board ships port, excepting in cases of absolute necessity, will be as extinct as the dodo.

"SKROW'S" letter "To Impudent Little Menial" is very much to the point, and deals with a grievance, especially as regards bank clerks, which has for some time been under our most careful consideration. But "Skrow" omits to send his name and address, as prescribed by our rules, and we therefore decline to publish his communication. If any anonymous correspondence comes to the notice of the *Telegraph*, we shall certainly give it a favor if it will in future send their contributions to either *Granny* or the *Yik Whapper*. We can rob along without them.

WOODYEAR'S Circus at Bowington to-night, the fun commencing at 9 o'clock. "Good day, Boss," and other hair-raising atrocities are faithfully promised, so that the show is quite good enough if the "busted" community of Hongkong can only manage to raise the money. Money. Dead-heads are strictly prohibited. International tug-of-war and gladiatorial contests with the modern castes are likely to prove great attractions at Bowington next week, but as yet no reliable details of these proposed Olympic revels have been furnished us, so that we can only vaguely indicate "coming events cast their shadows before."

THE Attorney-General of the Straits Settlements is reported as saying, in a recent debate on the Criminal Procedure Bill, that "It seemed unreasonable to him to allow a man to be put to death for escaping from custody, which was no offence. The weapons were supplied to wardens not for shooting escaping prisoners but for their own defence in case they were attacked. It would be intensely interesting, to at least one man in Hongkong just now, to know if this view is held here. A man is at present in the hospital suffering from the effects of a fall from the top of the wall of Victoria Galt, into the street, he having attempted to escape. Three shots (fortunately, had one) were fired at him by a warder.

THE Netherlands Government *Gastly* announces the establishment of the New North Borneo Tobacco Company, at Amsterdams. The object of the Company is to work a concession of 10,000 acres, granted by the British North Borneo Company, and situated near Sandakan Bay. The capital amounts to £750,000.

THE *Empress*, the *Salasia*, and the *Pekin*, all coming close together, have flooded this colony with globe-trotting missionaries, Lord Jules, Hearle, Markishes, Honorables, and other things. The hotels are full, the Hongkong having now over 130 people staying there, and the managers are tearing their hair in agonies at having to say "all full" so often. Some thirty more passengers will have to camp out on the Praya, unless they can rig out a "shake down" among the shavings and sawdust in the nearly finished new wing of Hongkong's great hotel. Why couldn't the deficient *Pekin* hotel be opened for a few days to meet an emergency such as this? And all you people who have rooms to let, why don't you advertise?

AMONG the passengers landed by the P. & O. Co's mail steamer *Pekin* were Dr. and Mrs. Winslow Anderson of San Francisco. They have been making an extensive tour round the world for the past two years and are now on their way *via* China and Japan. The Doctor would like to make a tour through the interior of China, but owing to existing conditions of affairs he deems it prudent to take a tour in Japan instead. Dr. Anderson is a special correspondent of the *S. P. Chronicle*, Chicago *Graphic*, *N. Y. Herald*, as well as editor of the *Pacific Medical Journal*, and he is also one of the teachers in the University of California. Dr. Anderson, who has rendered considerable service in connection with the World's Fair, is pleased to learn that China with all her wealth of tea, silk, rice, etc., etc., is to be bandonously represented in Chicago in 1892. And it is there the worthy Doctor is mistaken, as China has declined to patronize the big show at Chicago. Dr. and Mrs. Anderson contemplate spending several weeks in China and Japan.

In 1890 Persia was the only country which appeared in the shipping lists of the world as owning but one vessel, and it still occupies its solitary place in 1892, the vessel—a steamer of 38 tons—having weathered all the accidents of the last two years. Persia is not the registered owner of any sailing ship in either year, though, says the *Daily Graphic*, it is impossible to suppose that some of the sailing craft in the Persian Gulf do not belong to Persian owners, yet they are not of sufficient importance to be registered.

Two other countries, however, being merely listed, Colombia and Costa Rica, have both increased their list. At the beginning of 1891 Colombia had two vessels registered of 444 tons, now it has three of 685 tons; while Costa Rica, which had three a year since, has now ventured on a fourth, and has increased its tonnage from 815 to 1,103. It might be invidious to set alongside of this the 11,928,624 tons belonging to the United Kingdom and the colonies; still, it is interesting to know that we own just over one-third of the tonnage of the world, no other country exceeding two millions of tons.

THE Secretary of the Panton Company informs us that the bar of gold, weighing sixty-three ounces, which resulted from the crushing of ten tons of ore—as already noted in our columns—has been sold for \$1,681.66, that is at the present exchange, about £4 per ounce. But what use is a bar of gold worth \$1,681.66 in the hands of a man who has been digging for it in the mountains of Peru, and who has incurred, without the hope of any adequate return? It is more than high time for this hopeless "frost" to be finally wound up. As in most other ventures of this sort, the *Telegraph* was absolutely accurate in its predictions years ago—but then eminent (if interested) directors played the martyr, and share speculators prowled round seeking somebody or something to devour. And by some means or other six weeks of Hongkong dollars have been hoisted in the air, and about the same number of times as much annexed by disinterested philanthropists who—oh, I say, they meant well, and believed all that, and "sold short" when it suited them, and did the other thing when "bulls" were trumps, and generally "raised Cain" to their own advantage and at the shareholders' expense—may yet be called upon to explain matters before a legal tribunal. Meanwhile we take the liberty of suggesting that the sooner this Panton phantom is wound up, the better will it be for all interested.

ANOTHER Sydney lawyer, says the *Bulletin*, has associated himself with a deficit of about £50,000 of other people's money. This may cause him to lose the friendship and respect of some of his clients, but he won't be put to any further inconvenience in the matter. Those who live by the law never suffer by the law. They just embezzle, steal, defraud, and rob, and when they have taken the last copper from their last client, they take the last penny from their last client, and they retire from business and have all their time free for Bible-reading and other popular recreations. If a lawyer were to rob a stranger in the street he might have some police-court trouble about it, but he is never brought up to answer for any forgery or other irregularly affecting a client. Once there was a legal fraud called "benefit of clergy," which saved persons from prosecution on any charge, but this was taken away from them, and since—how have they been doing?—a trifle more honest. But as lawyers still have a similar "benefit," they can, so to speak, deaden the criminal law, and the result is that they are often a trifle more lawless than boudoir-bank directors. A youth who ambitions a career of felonious annexation of other people's money is seeking the position of teller in a straight bank, or director in a crook one. He should become a "gent, one," &c. He will then be able to steal time in as much as he likes, without about clearing out to Honolulu when he has made his fortune.

MR. JNO. J. FRANCIS, Q.C., and Mr. H. L. Denys, Hongkong solicitor, etc., have been most amusing during the hearing of a charge against Mr. Koh Cheng Sean, the late Opium Farmer, that has occupied the attention of Mr. A. G. Wise at the Magistracy for the past week. Their sparkling wit and general repartees—*Edification*, of course, have fairly driven our only Office Goat into hysterics. Mr. Francis said that what the Hongkong solicitor, etc., said was "absolute nonsense" and that his interruptions were "silly." And Denys epigrammatically and politely responded, by telling Francis that "he was another," and then the Bench looked serious, and hinted that the pantomime had gone quite far enough. We think so too; but what we would like to know is how much the hearing Mr. Jno. J. Francis, Q.C., is getting from his estimable Chinese client for appearing in battle array at the Police Court as a legal typhoon, whose special mission apparently is to show that Francis, Q.C., has lost none of his long-windedness and other eminent legal virtues. However, Mr. Alfred George Wise, barrister-at-law and police magistrate of Hongkong, is quite a different article to a Hongkong special jury, with Just, alias Judah, or Judas (we don't know which is correct and don't care) as foreman and Brothers Belyons and Dick as whipper-in, and after his Worship's decision, which we are certain will be beyond question, we may have something very serious to say regarding legal procedure in this unhappy colony.

## INTERESTING SALVAGE CASE.

THE "WINGANG" v. "BORMIDA"—£4,500 AT STAKE.

It is not every day that trouble is experienced in obtaining substantial reward for services rendered in connection with the rescue of a valuable steamer and many much more valuable lives from a position of peril, providing those who are lucky enough to fall in with the disabled vessel have their agreement made out in due form, signed by a responsible person. But, nevertheless, there are numerous instances on record of salvage claims forming the subject of lengthy and heated arguments in the higher Courts of Law. And so it is in respect to a case now known as the *Wingang-Bormida* salvage case, in which Messrs. Jardine, Matheson & Co. claim £4,500 for services rendered to the *Wingang* General Italian Co's Bombay liner *Bormida*, Capt. Sudol, by the Indo-China S. N. Co's Calcutta trader *Wingang*, Captain A. de St. Croix, on the 27th of December last.

It will be within the recollection of some of our readers, perhaps, that the following appeared in our issue of the 30th December:—

A MAIL STEAMER DISABLED.

"News has been received here to-day by telegraph of the breakdown of the Italian mail steamer *Bormida*. She was picked up by the Indo-China Company's steamer *Wingang* and towed into Saigon, where she will be docked for repairs. It is stated that the *Bormida*'s machinery has come to grief, owing to the crank shaft breaking. The *Wingang* was en route to Hongkong from Saigon.

"It appears that the *Bormida* was picked up by the *Wingang* near Cape St. James, whence the first news was wired to Saigon. The amount of the salvage claim cannot, of course, be ascertained until the *Wingang* arrives with full particulars of the accident."

On the 3rd January the *Wingang* arrived here and reported as follows:—"On the 26th at noon in lat. 8° 25' north and long. 107° 40' east, at 1.30 p.m. observed the steamship *Bormida* flying signals of distress, her engines having broken down. On the 27th took her in tow for Cape St. James. Wind and sea moderating, we arrived at Cape St. James at 2.30 p.m. on the 28th. Slipped the steamship *Bormida* and proceeded to Saigon."

To-day the questions at issue were SUBMITTED TO ARBITRATION.

Mr. A. G. Wise, Police Magistrate, and Comr. W.C.H. Hastings, R.N., Acting Harbour Master, being the arbitrators who sat in the Supreme Court-house at 10.30 this morning. Mr. A











my protest. I did protest, and I produce proof of it in my log book; but I never protested to the captain of the *Wingang*.

At this stage Mr. Francis put in the promissory note for £4500 and the translation of it in English.

Witness—I had about 6000 bales of yarn on board and about 200 bales of cotton, besides a lot of general cargo. I had, in fact, a good cargo. After arriving at Cape St. James I asked the *Wingang* to tow me right up to Salgon. The captain of the *Wingang* refused because he was afraid of difficulty at the sharp bend of the river. That is what he said to me.

Re-examined—After arriving at Salgon I presented (officially) to a notary public against the payment of £4500, and a copy of the protest is entered in my log book, attested by the authorities there. (Log book produced).

Mr. Stokes said he had no other witnesses to bring forward, and he would be glad if the case were adjourned.

Mr. Wise asked him to favour the Court with any arguments he might have to support his contentions. He thought if this were done at once it would save time in the end. The Court had, in fact, already made up its mind to a certain extent, and merely wanted to hear what arguments might be advanced.

Mr. Francis said he was not prepared with his arguments, having been instructed only the day before.

Mr. Wise said before anything further was done the Court certainly wanted to hear the arguments of counsel, with a view to saving time. After that the captain of the *Wingang* might be examined, and whether that was necessary or not was not clear.

After some discussion it was agreed to adjourn the case till Monday afternoon at 2 o'clock.

THE PROMISSORY NOTE.

The following is an exact copy of the promissory note handed to the *Wingang* by Captain Sueti after he was safely at anchor inside Cape St. James:

"NAVIGAZIONE GENERALE ITALIANA.  
Port St. James, 28th December, 1891.

Steamer *Bormida*.

I the undersigned Captain in command declare having received, owing to breakdown of the engine, by the English steamer *Wingang*, Capt. de St. Croix, from latitude 8° 57' north and approx. longitude 11° 14' east into the port of St. James for the sum contracted of pounds sterling four thousand five hundred, payable by the Navigazione Generale Italiana Society to whom the steamer *Bormida* belongs.

The Commanding Captain

(Signed) F. SUTTI.  
We the Chevalier Domenico Musso, Consul for H. M. the King of Italy, declare the above writing to be a precise and authentic copy of the one given by the Captain F. Sutti, Commander of the steamer *Bormida* to Captain de St. Croix of the steamer *Wingang*, in the faith of which we sign our name with the Consular seal.

(Signed) D. MUSSO.  
In the word "cinquante" the two letters ought to have been a to make the proper Italian word *cinquante* (fifty).

GREEN ISLAND CEMENT CO., LIMITED.

An ordinary meeting of shareholders in this Company was held to-day, Mr. L. Poesnecker presided and there were also present Messrs. Orange, Maclehoze, Cross, Judd, Goets, Wong Shing, Walton (secretary) and Sulister (secretary).

The Chairman said—Gentlemen, as the report and accounts have been in your hands for some days, with your permission we will take them in the order of the work, which are as follows:—In my last report I had to place on record what appeared to be the chief causes of our unsuccessful working: viz. insufficient engine power, the collapse of the Hoffmann kiln and the difficulty in finding a fuel suitable for cement burning. These obstacles have happily now been overcome. We have just completed extensive additions and alterations, making the factory what I may term for want of a better word "symmetrical," that is, the various departments balance each other in capacity and are therefore in the best condition for economical working. A fine new engine of 300 horse-power, imported from England, has been erected. Steam is supplied by a boiler built for us by the Hongkong and Whampoa Dock Co., which, as regards design, workmanship and economy, leaves nothing to be desired. A very efficient crusher has been put down for breaking the limestone preparatory to grinding, and the existing mill, which was originally intended for and improved by the addition of a Carr's disintegrator. These alterations and a new and powerful brick machine have enabled us to very largely increase the production of raw material and to turn out cement bricks ready for the kilns at a price which last year seemed impossible. Passing on to the kilns, the Hoffmann has been completely refitted with Scotch fire-bricks, which the last two burnings have shown to be very satisfactory and perfectly adapted to resist for long periods the intense heat. There is absolutely no cause for further apprehension as to the structure of the kiln, and the consumption of fuel used in burning has already been considerably reduced. During the time that the works were stopped for erecting the new machinery, the vertical kilns were refitted with fire-bricks and put in a thoroughly efficient condition. Improvements all round, in the making and burning of the cement, the cheapening of loading and burning of these kilns, have reduced the cost of producing clinker to less than one half of the rate prevailing last year. The foregoing improvements have necessarily entailed a large amount of work, practically the re-arrangement of the whole factory. A new engine house and boiler-house were built, also a godown capable of warehousing 2,000 cases of cement, and the existing old buildings are being modified to provide storage for 2,500 tons of cement in bulk. In conclusion, you will be glad to know that the buildings and machinery are now in thorough working order, and that whilst the expenses for staff and establishments in Macao will remain practically the same as last year and the cost of the various manufacturing processes is already largely reduced, there is a good prospect of the output of cement during the year being doubled, if not tripled.

That is all that occurs to me to say. If you would like to ask any questions, gentlemen, I shall be glad to answer them.

There being no questions the report and accounts were adopted on the motion of the Chairman, seconded by Mr. Cross.

This concluded the business of the ordinary meeting.

EXTRAORDINARY MEETING.

An extraordinary meeting was held immediately afterwards, to consider a special resolution having for its object the entire reconstruction of the Company. In moving this resolution the Chairman said that the change desired was one which the Articles did not give the directors power to do without the consent of the shareholders. Consequently several extraordinary meetings would have to be held, to alter the Articles, etc. The present extraordinary meeting was therefore now being convened, and he would propose the motion for which it was called.

"That the following Article be inserted in the Articles of Association of the Company after Article 21, and shall be numbered Art. 21 A—

Art. 21 A.—The Company may from time to time by special resolution increase its capital, by paying off capital, or cancelling capital which has been lost, or is unrepresented by available assets, or reducing the liability on the shares, or otherwise as may seem expedient, and capital may be paid off on the footing that it may be called up again, or otherwise."

It was intended, the Chairman continued, to reduce the capital to \$300,000, so that there would be a large amount of unissued shares cancelled, and \$382,500 for unpaid shares. The motion was duly proposed, seconded, and carried *unanimously*. This concluded the business of the meeting, the Chairman announcing that a confirmatory meeting would be held in a fortnight.

THE HONGKONG HOTEL COMPANY, LIMITED.

The following is the report of the Directors to be presented at the ordinary meeting of shareholders at half-past 8 o'clock p.m., on Thursday, the 17th March, 1892:

In accordance with Section 53 of the Articles of Association, the Directors have now to submit to you their Half-yearly Report for the six months ending 31st December, 1891.

BUSINESS.

The net earnings of the past half year show a decrease on those of the corresponding period of 1890, owing to the very few visitors to the Colony during the first two or three months of the above period.

PROPERTY.

The New Wing is now approaching completion, and is expected to be handed over to the Company during next June.

PROFIT AND LOSS.

The accounts for the past half-year, after deducting interest, fire insurance, taxes, and extraordinary expenses, show a profit of \$8,660.40, which the Directors, with the sanction of the Shareholders, propose to deal with as follows:

To pay a Dividend of 8% per share on all shares \$50 paid-up ..... \$6,000.00

To pay a dividend of 50 cents per share on 3,801 shares new issue ..... 1,950.50

To carry forward to new account ..... 709.90

\$8,660.40

Interest will be charged on all calls made due on the 30th November, and not paid-up on that date, till date of payment.

DIRECTORS.

Messrs. J. H. Cross and F. C. de Rosa retire by rotation, but are eligible for re-election. Mr. Ho Tung is still absent on leave.

AUDIT.

The accounts have been audited by Messrs. F. Henderson and H. T. S. Green. Mr. H. T. S. Green having left the colony, it will be necessary to appoint another auditor.

E. JONES HUGHES, Chairman.

Hongkong, 12th March, 1892.

ALICE MEMORIAL HOSPITAL.

The report of the Alice Memorial Hospital, forwarded to us by Dr. J. C. Thomson, the Superintendent, for 1891 shows a year of steady progress. The number of new cases in the consulting room has been 8,229, as against 8,356 in 1890, and the number of admissions to the wards 793, as compared with 728. In financial matters, in spite of the serious monetary depression in the Colony, the Hospital has advanced satisfactorily.

During the year 159 vaccinations were performed successfully, and 111 dental cases treated. In the consulting room, as stipulated by the principal founders, "first come, first served" is the inflexible rule, no favour being shown to anyone on the ground of influence, creed, nationality, or money; and in the wards it is the same, necessity being the only qualification. The work done in the laboratory is also satisfactory. The work done in the Hospital on 1st January, 1891, was 55.

In-Patients admitted to Hospital during the year 1891 ..... 793

Total number treated as In-Patients ..... 848

Of these there were:

Discharged cured ..... 496

Discharged relieved ..... 204

Discharged on other grounds ..... 55

Died in Hospital ..... 34

769

In-Patients remaining in Hospital on 1st January, 1892 ..... 59

Twenty-four deaths occurred during the year, twenty more than in 1890, but even with this increase the proportion is only 4.3 per cent. of the admissions, a small percentage as compared with that of similar institutions in Great Britain. Early in the year a pressing request was made to the London Missionary Society for a qualified nurse to be sent out as matron, and in October Mrs. J. M. Stevens, trained in the Edinburgh and Dublin hospitals, came out to take charge.

It has been found absolutely necessary to have enlarged accommodation, and as it is impossible and undesirable to enlarge the present building it is proposed to erect a new one, though no definite plan has yet been formed. The present site is in many ways unsuitable, and also cramped. An application for a valuable site on Bonham Road, belonging to the London Mission, is at present under consideration by the Board of Directors in London.

It is proposed to form a "Samaritan Society" to provide the slight pecuniary assistance often badly needed by patients on leaving the hospital.

There is in the hospital a continuous demand for old linen of all kinds, which has mainly been supplied through the kindness of the Hongkong Hotel manager. The report concludes with a sincere expression of thanks to those who have contributed money, professional labours, and gifts of various kinds.

The following is the hon. treasurer's statement of accounts for the year:—

Jan. 1, 1891, Dr.

To Balance from last account ..... \$2,517.58

Dec. 31,

"Donations as per special list ..... 7,124.50

"Interest from Permanent Fund (\$9,000), Balliol Medicine Fund ..... 966.47

"Kong-jung Inland Mission for medicines, &c. supplied ..... 49.15

"College of Medicine, for rent of room ..... 60.00

"Balliol Scholarship Fund, scholarships for Kwan King Lung and Tsang King Fat ..... 120.00

"College of Medicine, Watson scholarships for Kong Ying Wa and Wong I Ek ..... 120.00

"Victoria Recreation Club, 60 As-sault-Arms in aid of funds of Hospital ..... 200.00

"Donation from Balance of Jubilee Fund, per Hon. J. H. Stewart ..... 230.00

Lockhart ..... 4.68

"Bonus of Fire Insurance ..... 11,392.58

\$11,392.58

Dec. 31, 1891, Cr.

By salaries, wages, and scholarships, \$2,334.00

By aid of patients and students ..... 3,793.70

By aid of patients and students ..... 2,554.54

By aid of patients and students ..... 2,058.37

By aid of patients and students ..... 689.89

By aid of patients and students ..... 149.15

By aid of patients and students ..... 459.35

By aid of patients and students ..... 414.73

By aid of patients and students ..... 733.33

By aid of patients and students ..... \$11,392.58

Hongkong, 6th February, 1892.

E. W. MAITLAND, Hon. Treasurer.

Audited and found correct, G. STEWART.

12th February, 1892.

HONGKONG ATHLETIC CLUB.

SECOND ANNUAL SPORTS.

The second athletic meeting of this Club, almost up to the last moment an exceedingly doubtful future, was after all brought off with considerable success to-day. All through, there was an obtrusively evident trace of the amateur in the arrangements; but the management will be the better for noting these shortcomings and learning greater wisdom.

The weather was infinitely better than that which has cursed the Colony for two or three weeks back, and especially the horrors of the Jockey Club race meeting. The ground was dry, but not hard—ideal conditions for athletic sports, and the day was mild, with a slight breeze. The ground was profusely decorated with policemen of all colours, and a very fine effect was produced by a large contingent of Chinese blue coat spread out to dry about the entrance to the course.

The band of the Shropshire Regiment added very greatly to the enjoyment of the afternoon by discoursing sweet strains of foreboding melody. There is only one thing to be said of this band—it is a treat to hear it, and the performers deserve the warmest recognition.

120 YARDS FLAT RACE (HANDICAP).—First Prize presented by D. R. Sawson, Esq.; Second Prize by the Hongkong Athletic Club; W. Jackson, 8 yds. start, first; E. M. Loring, scratch; second; D. Landale, scratch; third; B. Curry, 5 yds.; J. A. Strick, 3 yds.; A. L. Cay, 5 yds.; G. P. Taverner, 10 yds.; G. H. Poits, 8 yds.; G. W. Alken, 10 yds.; Jackson at once showed in front and, leading all the way, won easily by four yards from Loring. Time 1:22 seconds.

PUTTING THE SHOT (16 lbs.)—7 ft. run—no follow. Open. Prize presented by Capt. Burnie. Post entries.—D. Sinclair, 37 ft. 6 in.; first; J. Hannab, 35 ft. 10 in.; second; C. Hadden, 35 ft. 10 in.; third; W. Robertson, 35 ft. 10 in.; fourth; the big Scotsman, who won without being entered, an exhibition "put" Sinclair recorded 39 ft. 4 in., which is the record for this colony.

LONG JUMP.—Prize presented by Hongkong Athletic Club.—D. Landale, 19 ft. 4 in.; first; L. C. Barr, 17 ft. 3 in.; second; G. H. Poits, 16 ft. 4 in.; third. The other two competitors evidently thought it was a circus show and not an athletic competition.

220 YARDS FLAT RACE (HANDICAP).—First Prize presented by the Hongkong Athletic Club; second prize by the Hongkong Athletic Club; E. W. Loring, scratch, first; W. Jackson, 15 yds. start; D. Landale, scratch; second; J. A. Strick, 5 yds.; G. P. Taverner, 8 yds.; G. H. Poits, 8 yds.; G. W. Alken, 10 yds.; Loring made all the running. Within a few yards of the winning post, Jackson spurred desperately but lost a grand race by half a yard, half that distance separating second and third. Official time 2:24 seconds—[and the rest.—Ed. H. K. Telegraph]

BICYCLE RACE, half-mile. Prize presented by Capt. G. C. Anderson. Alven, 120 yds. start; first; Machado, 90 yds.; second; P. R. Wilson, third; G. W. Alken, H. W. Row, and R. W. Kitt also competed. The two Lusitanian champions, who were expected to have been earlier, held the issue safe from start to finish and won as they liked in the order named. Time 1 min. 29.15 sec.—[If the time given is correct, the pair must have been furious. Half-a-mile has been run in 1 min. 45 sec., and twenty times under 1:59.]

HALF-MILE FLAT RACE.—Post entries. Open to Non-Commissioned officers and men of H. M. Services including Police. Winners at previous meetings in Hongkong and elsewhere to be penalised. Prizes presented. Gunda Singh (pen. 15 yds.), first; J. H. Hoffer, second; P. C. Logan, third. There were two other starters. The veteran Indian champion, on whom so much and constant training appear to have made but little impression, came clear away from his opponents—a very slow crowd—and won easily by nearly a hundred yards in a min. 1:59 sec.

HURDLE RACE, 120 YARDS, 10 FLIGHTS.—Previous winners at Hongkong or elsewhere to be penalised 25 yards. First Prize, presented by Dr. Ayres; Second Prize, by H. K. A. C. G. P. Phillips, first; J. A. de Robeck, second; G. P. Taverner, third; E. M. Loring, 4. De Robeck got the best of the start, but was overtaken by Phillips, who, in a capital race, secured a creditable victory from the Naval man by nearly a yard; Loring stopped at the final obstacle, thus enabling Taverner to finish a good third. Time 1:58 seconds.

LADIES' PURSE.—HALF-MILE FLAT RACE (HANDICAP).—Prizes presented by the Ladies of Hongkong; Second Prize, by Mr. E. Stevenson, 20 yds.; first; H. J. Gedge, 15 yds.; second; G. Meynell (15), F. C. Phillips (20), L. C. Barr (20), and E. Hazland (50) also competed. Hazland led first time round and then retired, after which Stevenson took up the running and, although Gedge spurred gamely in the run home, maintained his supremacy to the end, winning very cleverly by two yards. The others did not finish. Time, 2 min. 13.5 sec.

HIGH JUMP.—Prize presented by the Hon. A. T. Leach. V. H. Haggard, 5 ft. 6 in.; first; G. H. Moore, 5 ft. 6 in.; second; D. Landale, 5 ft. 6 in.; third; G. H. Moore, 5 ft. 6 in.; fourth; H. J. Gedge, 5 ft. 6 in.; fifth; H. J. Gedge, 5 ft. 6 in.; sixth; H. J. Gedge, 5 ft. 6 in.; seventh; H. J. Gedge, 5 ft. 6 in.; eighth; H. J. Gedge, 5 ft. 6 in.; ninth; H. J. Gedge, 5 ft. 6 in.; tenth; H. J. Gedge, 5 ft. 6 in.; eleventh; H. J. Gedge, 5 ft. 6 in.; twelfth; H. J. Gedge, 5 ft. 6 in.; thirteenth; H. J. Gedge, 5 ft. 6 in.; fourteenth; H. J. Gedge, 5 ft. 6 in.; fifteenth; H. J. Gedge, 5 ft. 6 in.; sixteenth; H. J. Gedge, 5 ft. 6 in.; seventeenth; H. J. Gedge, 5 ft. 6 in.; eighteenth; H. J. Gedge, 5 ft. 6 in.; nineteenth; H. J. Gedge, 5 ft. 6 in.; twentieth; H. J. Gedge, 5 ft. 6 in.; twenty-first; H. J. Gedge, 5 ft. 6 in.; twenty-second; H. J. Gedge, 5 ft. 6 in.; twenty-third; H. J. Gedge, 5 ft. 6 in.; twenty-fourth; H. J. Gedge, 5 ft. 6 in.; twenty-fifth; H. J. Gedge, 5 ft. 6 in.; twenty-sixth; H. J. Gedge, 5 ft. 6 in.; twenty-seventh; H. J. Gedge, 5 ft. 6 in.; twenty-eighth; H. J. Gedge, 5 ft. 6 in.; twenty-ninth; H. J. Gedge, 5 ft. 6 in.; thirtieth; H. J. Gedge, 5 ft. 6 in.; thirty-first; H. J. Gedge, 5 ft. 6 in.; thirty-second; H. J. Gedge, 5 ft. 6 in.; thirty-third; H. J. Gedge, 5 ft. 6 in.; thirty-fourth; H. J. Gedge, 5 ft. 6 in.; thirty-fifth; H. J. Gedge, 5 ft. 6 in.; thirty-sixth; H. J. Gedge, 5 ft. 6 in.; thirty-seventh; H. J. Gedge, 5 ft. 6 in.; thirty-eighth; H. J. Gedge, 5 ft. 6 in.; thirty-ninth; H. J. Gedge, 5 ft. 6 in.; fortieth; H. J. Gedge, 5 ft. 6 in.; forty-first; H. J. Gedge, 5 ft. 6 in.; forty-second; H. J. Gedge, 5 ft. 6 in.; forty-third; H. J. Gedge, 5 ft. 6 in.; forty-fourth; H. J. Gedge, 5 ft. 6 in.; forty-fifth; H. J. Gedge, 5 ft. 6 in.; forty-sixth; H. J. Gedge, 5 ft. 6 in.; forty-seventh; H. J. Gedge, 5 ft. 6 in.; forty-eighth; H. J. Gedge, 5 ft. 6 in.; forty-ninth; H. J. Gedge, 5 ft. 6 in.; fiftieth; H. J. Gedge, 5 ft. 6 in.; fifty-first; H. J. Gedge, 5 ft. 6 in.; fifty-second; H. J. Gedge, 5 ft. 6 in.; fifty-third; H. J. Gedge, 5 ft. 6 in.; fifty-fourth; H. J. Gedge, 5 ft. 6 in.; fifty-fifth; H. J. Gedge, 5 ft. 6 in.; fifty-sixth; H. J. Gedge, 5 ft. 6 in.; fifty-seventh; H. J. Gedge, 5 ft. 6 in.; fifty-eighth; H. J. Gedge, 5 ft. 6 in.; fifty-ninth; H. J. Gedge, 5 ft. 6 in.; sixtieth; H. J. Gedge, 5 ft. 6 in.; sixty-first; H. J. Gedge, 5 ft. 6 in.; sixty-second; H. J. Gedge, 5 ft. 6 in.; sixty-third; H. J. Gedge, 5 ft. 6 in.; sixty-fourth; H. J. Gedge, 5 ft. 6 in.; sixty-fifth; H. J. Gedge, 5 ft. 6 in.; sixty-sixth; H. J. Gedge, 5 ft. 6 in.; sixty-seventh; H. J. Gedge, 5 ft. 6 in.; sixty-eighth; H. J. Gedge, 5 ft. 6 in.; sixty-ninth; H. J. Gedge, 5 ft. 6 in.; seventieth; H. J. Gedge, 5 ft. 6 in.; seventy-first; H. J. Gedge, 5 ft. 6 in.; seventy-second; H. J. Gedge, 5 ft. 6 in.; seventy-third; H. J. Gedge, 5 ft. 6 in.; seventy-fourth; H. J. Gedge, 5 ft. 6 in.; seventy-fifth; H. J. Gedge, 5 ft. 6 in.; seventy-sixth; H. J. Gedge, 5 ft. 6 in.; seventy-seventh; H. J. Gedge, 5 ft. 6 in.; seventy-eighth; H. J. Gedge, 5 ft. 6 in.; seventy-ninth; H. J. Gedge, 5 ft. 6 in.; eightieth; H. J. Gedge, 5 ft. 6 in.; eighty-first; H. J. Gedge, 5 ft. 6 in.; eighty-second; H. J. Gedge, 5 ft. 6 in.; eighty-third; H. J. Gedge, 5 ft. 6 in.; eighty-fourth; H. J. Gedge, 5 ft. 6 in.; eighty-fifth; H. J. Gedge, 5 ft. 6 in.; eighty-sixth; H. J. Gedge, 5 ft. 6 in.; eighty-seventh; H. J. Gedge, 5 ft. 6 in.; eighty-eighth; H. J. Gedge, 5 ft. 6 in.; eighty-ninth; H. J. Gedge, 5 ft. 6 in.; ninetieth; H. J. Gedge, 5 ft. 6 in.; ninety-first; H. J. Gedge, 5 ft. 6 in.; ninety-second; H. J. Gedge, 5 ft. 6 in.; ninety-third; H. J. Gedge, 5 ft. 6 in.; ninety-fourth; H. J. Gedge, 5 ft. 6 in.; ninety-fifth; H. J. Gedge, 5 ft. 6 in.; ninety-sixth; H. J. Gedge, 5 ft. 6 in.; ninety-seventh; H. J. Gedge, 5 ft. 6 in.; ninety-eighth; H. J. Gedge, 5 ft. 6 in.; ninety-ninth; H. J. Gedge, 5 ft. 6 in.; one hundredth; H. J. Gedge, 5 ft. 6 in.; one hundred and first; H. J. Gedge, 5 ft. 6 in.; one hundred and second; H. J. Gedge, 5 ft. 6 in.; one hundred and third; H. J. Gedge, 5 ft. 6 in.; one hundred and fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and tenth; H. J. Gedge, 5 ft. 6 in.; one hundred and eleventh; H. J. Gedge, 5 ft. 6 in.; one hundred and twelfth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirteenth; H. J. Gedge, 5 ft. 6 in.; one hundred and fourteenth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifteenth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixteenth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventeenth; H. J. Gedge, 5 ft. 6 in.; one hundred and eighteenth; H. J. Gedge, 5 ft. 6 in.; one hundred and nineteenth; H. J. Gedge, 5 ft. 6 in.; one hundred and twentieth; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-first; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-second; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-third; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and twenty-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirtieth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-first; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-second; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-third; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and thirty-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and fortieth; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-first; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-second; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-third; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and forty-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and fiftieth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-first; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-second; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-third; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and fifty-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixtieth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-first; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-second; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-third; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and sixty-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventieth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-first; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-second; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-third; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and seventy-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and eightieth; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-first; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-second; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-third; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-fourth; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-fifth; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-sixth; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-seventh; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-eighth; H. J. Gedge, 5 ft. 6 in.; one hundred and eighty-ninth; H. J. Gedge, 5 ft. 6 in.; one hundred and ninetieth; H. J. Gedge, 5 ft. 6 in.; one hundred and ninety-first; H. J. Gedge, 5 ft. 6 in.; one hundred and ninety-second; H. J. Gedge, 5 ft. 6 in.; one hundred and ninety-third; H. J. G